

NELSON FAVORED AS THE TERMINAL

Strong Arguments Advanced in Favor of This Port for Hudson Bay Railway

WHAT IS SAID AT THE PAS

That Nelson harbor is open on the average twice as long as Churchill. That all the land about it is level and that there is abundance of room for terminals. There is very little at Churchill that is not covered with trees, while the land at Nelson is perfectly bare. That Nelson has a hundred miles nearer The Pas. That while Churchill is hard to get to, Nelson can artificially be locked at reasonable cost.

The Pas, Sept. 10.—Keen interest is naturally taken here in the discussion of the relative value of Churchill and Nelson as terminals for the Hudson Bay railway. The American Attorney General yesterday endorsed his conviction that the earlier the coal lands in the district were opened, the better. The attorney-general has made a six-thousand-mile trip through Alaska and he announced himself an ardent proponent of the coal lands of the north. And there are more recent arrivals who have seen both the coal fields and know them well enough. Among the older residents is Olden Haterow, who lived at Nelson forty years ago, and who has been through the region more or less ever since. Many of the men who have been engaged in surveying the Bay have come from time to time at The Pas and have disseminated information in reference to the harbor. Every one seems to have an opinion and the question has obviously been the theme of many discussions.

Sentiment Favors Nelson.

The prevailing sentiment is that the country agrees to be in favor of the route to Nelson as compared with that to Churchill and strong reasons were given in support of this contention.

Churchill it is admitted is a landlocked harbor but there are indications to terminate it. It has none of the essentials of a great railway terminal, is devoid of trees, is closed by ice for months. The coal lands at Nelson, is much further away, one hundred miles, and the road to it would be through a more difficult country.

The country about Nelson is said to be more favorable for the Hudson Bay line than that about Churchill. The Pas quite level and covered with trees. There is an immeasurable space for rail yards and for all the purposes of terminals. A coal town could be planned there, no natural impediment being in the way. At Churchill the difficulties are great. It is said, five miles long and a hundred yards wide. The rock and the cliffs are so high that the railway edge and the space left for railway purposes is as indicated above.

The harbor at Nelson was practically open this year on April 1 and was closed on May 1. It is open every year for about seven months. When the railway line is built, there will be a considerable coal trade plus a large amount of lumber to such cities as Winnipeg, Moose Jaw, Regina, Saskatoon, Edmonton, etc., and the coal will be shipped fresh sea salt within twenty-four hours from the bay. The harbor at Nelson is good for the Hudson steamers and will be good for two or three long on the average as the harbor at Churchill.

The distance from The Pas to Nelson is 49 miles. The distance from The Pas to Churchill is approximately 62 miles. The distance from The Pas to The Pas is 100 miles. This is thus the shorter by one hundred miles.

Churchill Route Bars.
Church is devoid of trees, the last hundred miles of the route being over an unbroken waste. The Canadian Pacific has agreed to pay \$100,000 by the million for the protection of its tracks along its main line. On the route to Churchill there is no timber ready provided by nature for the entire distance.

The problem of the building of the line to the bay looks much simpler at The Pas than it may do from points opposite. The cost of the original construction of the remaining portion of the railway presents no more serious difficulties than the building of the line from Hudson Bay Junction to The Pas. The country to the north of Hudson Bay is to that extent flat and it will be all intense and purpose no more difficult to build the line to The Pas than it would be to build the line for instance, from Winnipeg to Regina.

Question of Cost.
With reference to cost, it was pointed out that the Dominion will spend as much money on one bridge in the case as is required for the entire line, covering both the railway and the harbor and terminal improvements. On the Quay here is a large amount of equipment valued in all \$16,000,000. The amount would have been smaller had it not been for the fact that the contractor of the earlier structure, but this will be the final cost of the undertaking. The rail way will be built for \$100,000 per mile, the harbor and terminal improvements will cost \$6,000,000. The latter sum would not be required if the work would be done over a number of years.

The conclusion at which disinterested people arrived was that the eventual success of the Hudson Bay route is bound up with the acquisition of a harbor and terminal improvements. The real reason for the preference is, that one can get into it for six or seven months, at the least

calculating, every year. With the acceptance of Nelson as the terminus of the enterprise, the will rest with the Canadian Pacific to determine the navigability of the circuit.

OUTWITTING THE UNDERTAKER

Missouri Man Having Own Coffin Made So as Not to Get Cheated.

Millan, Mo., Sept. 10.—George Brando, who has been here, believes he will have a cancer maker when he comes home to enter. Brandon came here yesterday, climbed into the coffin and tested himself as advised by the undertaker. Brandon is now in perfect health he desires to run no chance of his estate being bilked in the purchase of a casket after he is dead.

HE WOULD DEVELOP THE COAL IN ALASKA

U.S. Attorney-General Urges Should Be Given on Some Plan Under Which Operators Would Be Encouraged Against Losses.

Seattle, Sept. 11.—Upon his return from an extensive tour of inspection of Alaska and the Yukon, the mission of the American church to the Cree Indians and the post of The Pas, Mr. Churchill's Bay, Nelson, has been established a great many years ago. There are old timers in the village who have been here since the first trail and there are more recent arrivals who have seen both the coal fields and the timber lands. Among the older residents is Olden Haterow, who lived at Nelson forty years ago, and who has been through the region more or less ever since. Many of the men who have been engaged in surveying the Bay have come from time to time at The Pas and have disseminated information in reference to the harbor. Every one seems to have an opinion and the question has obviously been the theme of many discussions.

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SHRINKAGE COST \$27,000,000.

Illinois Coal Miners Win Small Increase in Wage.

Chicago, Sept. 11.—The miners in Illinois, which was settled by Japanese-Americans in the desert near Wyoming of Mrs. Mary Nishimura and her three Japanese-American children. Mrs. Nishimura, who is a native of the United States, for ten years has been a widow. She has been a widow for ten years now, having been spent here with her husband, Kisaburo Nishimura, who is now in Japan. Now, with the marriage relationship apparently home with her mother to begin life anew and rear her children among our people.

Mrs. Nishimura, who was Mary Wilson before her marriage, was the contracted to be the wife of her Oriental suitor. In a small town in Wyoming she was given a quiet reception and the two at once hastened to Vancouver, where, for a time, they lived in a apartment. After a short time, however, owing to them, the oldest, a girl now of eight years, being named Sylvia, after Mrs. Wilson, the two moved to Canada. Their two boys, were also given English names, being respectively Frank and Harry.

Mrs. Nishimura, however, was Frank Wilson, and the two were married in the same place, but for other reasons necessary. The local Japanese freely sympathized with her in her condition and her husband, Frank, was greatly comforted by the sum of several hundred dollars for her, and this, with what she had contrived to earn, enabled her to gain her one ambition.

DRUNK WHILE ON DUTY.

Tormentors on C.P.R. Said to be Responsible for Death of Workman.

Winning, Sept. 10.—Because Tower Leland, of Woods' Siding, on the Canadian Pacific, seven miles east of here, was drunk on duty, the Kootenay Division of the Canadian Pacific has imposed a fine of \$5.00 per cent for all tamps and a general increase of 3 to 6 cents a ton, according to the terms of the different mining properties.

NINE LABORERS KILLED.

New York, Sept. 11.—At least nine laborers were killed on Monday and ten others injured in one of them critically and also seriously, in the collapse of an overhanging shoulder of the mountain side, which cuts across the mouth of the old Erie tunnel under Bearcat hill, connecting the Erie terminal in Jersey City with its westward division.

\$37,500 WORTH OF GOLD BULLION WAS STOLEN.

Seattle, Sept. 11—Gold Bullion Valued at \$37,500.

Seattle, Sept. 11.—Gold bullion valued at \$37,500, part of a consignment of \$170,000 from the Washington & Alaska Bank of Fairbanks to the Denver Mint, was stolen from the Bank of Seattle, on the Steamship Humboldt, was stolen in the strong box that contained it.

In the strong box that contained it.

Both are doing well.

FREIGHT LEAVES THE RAILS ON THE BRIDGE

Two Cars Smashed and Piled Up in Approach on Edmonton Side of Saskatchewan River Bridge—Track on One Side Broken, But Will Be Clear This Morning.

Two of the cars on a G.N.R. freight train crossing the bridge to Strathcona last evening at nine o'clock, left the track at the crossing opposite the foot of the steps and striking the iron bridge, which collapsed. Two of the cars were smashed and piled in a heap by the weight of the cars behind. One of the iron uprights on the bridge was bent and the woodwork of the approach to the bridge was mashed and splintered. Considerable damage was done save to the two cars, both belonging to the G.T.P. and the C.P.R. One of the cars, the fifth of fifty twenty-five cars on the train, had the entrance to the bridge cut off by the weight of the car behind, but the bridge was not broken, the force of the weight behind to the height of the beam which stretches across the bridge at the approach where with the sixth car, which had turned on its side and which had already smashed, the bridge actually blocked the approach to the bridge.

Left Track at Crossing.

The train, which was longer than usual, had been handled by Conductor Smith and Engineer Muirhill.

The fifth car left the track at the foot of the steps and the iron bridge collapsed by the car behind. The woodwork along the side of the rails between the point where the accident occurred and the bridge was twisted and pulled, the car from sinking in the ground, thus leaving the air brakes and couplings intact, and giving the impression that nothing else had happened. By the time they had reached the entrance to the bridge the car had turned on its side, the first of them striking the side and the rear car on the rear, climbing the bridge, the rear car, however, still clinging to the bridge, the car falling over on its side. Until the cars struck the side of the bridge the engine had had difficulty in getting over the bridge because of the load, and the accident had not been fully realized.

While the train was passing, heavy rain was falling. Heavily, and attributed this to the fact that the load was heavier than usual. Whether the accident would have occurred the wrecking crew was on the spot and at a late hour last night the bridge was cleared before morning.

WHY DECLINING TO OUTLINE THE PLAN.

"Why couldn't the coal lands of Alaska be opened up?" asked the attorney-general.

"Because the coal lands of Alaska are not yet developed, and the operators of an amount sufficient to reimburse me. I believe that coal cannot be profitably developed under existing contracts if they were assured that when their contracts were terminated that they would be given to the Indians."

"The fisheries are similar to the mineral richness of Alaska. No one has ever suggested that the fisheries in Alaska will equal those in New England."

WHY COULDN'T THE COAL LANDS OF ALASKA BE OPENED UP?

"The attorney-general spoke enthusiastically of the reception accorded him in Alaska."

"While declining to outline the plan, the attorney-general proposed that the operators of an amount sufficient to reimburse me. I believe that coal cannot be profitably developed under existing contracts if they were assured that when their contracts were terminated that they would be given to the Indians."

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THE WANT ADS. BRING RESULTS

WANT AD. DEPOTS

For the convenience of Advertisers, the Bulletin has arranged with the undermentioned to accept classified advertisements for this paper.

THE BIRMINGHAM REAL ESTATE CO.

326 Kingstons Ave.

W. KEITH—768 Namay Avenue.

MR. FITZGIBALD—Real Estate Agent.

His First Street.

G. HALL—Woolen Wear.

M. H. BEERS—Fraser's Flats (corner

Christabelle and Richard Streets).

MR. LOVATT—1007 Jasper East (opposite

St. George's School).

STURROCK BROS.—Good Novelty

Books, Toys, Stationery, etc., Edmonton

(Opposite Train Hotel).

STERLING CANADA INVESTMENT CO.

Box 100, Jasper Ave., Edmonton.

E. LIEMAN—18 Donald St., Ste. Plate.

HELP WANTED—MALE

EXPERIENCED ACCOUNTANT AND

Hobbykeeper desired position in Edm-

onton office, etc. Address

Box 13 Daily Bulletin.

WANTED—EARND BOY FOR

First-class Grocery, easy work—

Appy Broadway Store, 205, Syndicate

avenue.

THIS MAY MEAN YOU—Pem-

son's best position to experienced ad-

man for heavy stock. Grown in

Quebec. Best outfit free. Investi-

gation Canada Co., Limited,

Montreal.

HELP WANTED—FEMALE

WANTED—MAID FOR LIGHT

household work care of children.

Appy 668 Clark street.

WANTED—GENERAL SERVANT,

small family, Appy mornings 305

Elbow Room.

WANTED—TWO GIRLS FOR

WOMEN, one experienced in baking

for general kitchen help. Apply

Holiday Inn, 124 Jasper West.

WANTED—CANADIAN GENERAL

Servant, care of family, good wage.

Appy 588 McKay Ave.

WANTED—YOUNG GIRL TO

work in house work and care of

children—Appy Mrs. McCaig, 545 16th

street.

WANTED—CAPABLE GENERAL

Servant; wages \$80 per month.

Mrs. Browning, 325 11th street, Edm-

onton.

WANTED—GOOD GENERAL SEE-

vant, care of wife, competent

parties, Ingris 245 Fifth St., Edm-

onton.

WANTED—TWO LADIES OF GOOD

character, good working ap-

plications, travel Alberta, Canada,

and expenses—Appy J. Mc-

Kelion, Room 4, C.R.A., Blair

Bank, 10th and 11th, Jasper.

WANTED—ENERGETIC AGENTS

Wanted both sexes to sell

orders for Personal Xmas Greetings

Card suitable for all classes; big com-

pany, front line, Canada Series Company, To-

ronto, Ont.

A YOUNG LADY, OF TWENTY

years, well educated, at Government

College, wants to sell

stationery, to mother, Mrs. Feather-

stone, 3 Lansdowne Crescent, Lansdowne

neighbourhood, Jasper.

11th and 12th Streets, Jasper.

FOR SALE—RESTAURANT AND

Candy Store, doing good business in

the city, for sale \$10,000.00 cash.

Apply Box 3, Bullock Office.

FOR SALE—A FIRST-CLASS FARM

by cow, young, extra good milkers

Appy Hill's Stable, Queen's Ave.

FOR SALE—14 HORSE-POWER

Gasoline Engine, has never been used

it is in excellent condition.

Apply Ch. & Co., St. Albert.

FOR SALE—FOOTBALL TABLE

one size and easy terms.

Box 255 Jasper West.

FOR SALE—RESTAURANT AND

Candy Store, doing good business in

the city, for sale \$10,000.00 cash.

Apply Box 3, Bullock Office.

FOR SALE—10 FEET, 1 1/2 INCH

IRON, wall fixtures and stove, a

good typewriter. Apply Roche & Sul-

lidge, 375 Jasper East.

FOR SALE—TWO GERMAN ROLLER

will do, will roll, will ship.

Apply H. Staples, Hill's Stable, Queen's

West.

FOR SALE—CHEAP LUNCH COUNT

for lease, wall fixtures and stove, and

two oven mablettes from Monarch range

Appl. Box 1, Bullock Office.

I HAVE 300 ACRES, THREE MILES

from city for \$40 per acre. I have

300 acres more from the city 28 per

acre. I have 1000 acres in the country

will interest you. W. D. McPhail, 335

Jasper East.

Bulletin Wants

VOL. 1

SEPTEMBER 12, 1910

NO. 15

Important

The Advertising Manager respectfully states that it is impossible to guarantee any insertion of an advertisement unless handled into the office, or to any member of the Ad. Dept. at least twelve hours before publication. The Bulletin is eager to give every possible assistance to the Merchants' Publicity Campaign—ensuring accurate copy, good position and attractive displays, and is therefore asking its advertisers to conform with this request, with anticipatory thanks.

FOR SALE

FOR SALE—A GOOD STOCK SADDLERY.

Appy 668 Clark St.

FOR SALE—ALL MODERN, SIX-

roomed cottage on car line, Wood-

view, hot and cold water, electric

heat, central heating, etc. For com-

fort, apply to Owner, 452 Kirkwood,

Woodview.

FOR SALE—THOROUGHBRED COL-

lege horses, 6 months old; parents both

superior. Apply P. J. Brown, Pusill-

Lodge, 11th and 12th, Jasper.

FOR SALE—ONE ACRE LOT, HIGH

dry land, in Royalwood, south of

Edmonton, for \$400.

Call for details.

FOR SALE—ACRE LOT, HIGH

dry land, in Royalwood, south of

Edmonton, for \$400.

Call for details.

FOR SALE—A MODERN SEVEN-

room house, with a good bath,

large enough for four houses, and a well-

located, away and get me a range that

will take care of me. And want to

sell it. Apply to Mr. McLean, 10th and 11th, Jasper.

FOR SALE—RESTAURANT AND

Candy Store, doing good business in

the city, for sale \$10,000.00 cash.

Apply Box 3, Bullock Office.

FOR SALE—THERE WILL BE A BIG

rush for houses this fall, so don't

worry about getting a place.

Apply to Mr. McLean, 10th and 11th, Jasper.

FOR SALE—GOOD RESTAURANT,

done up, doing good business in

the city, for sale \$10,000.00 cash.

Apply Box 3, Bullock Office.

FOR SALE—THERE WILL BE A BIG

rush for houses this fall, so don't

worry about getting a place.

Apply to Mr. McLean, 10th and 11th, Jasper.

FOR SALE—LOT WITH HOUSE

and stable or exchange for house

or stable. Apply to Mr. McLean,

10th and 11th, Jasper.

FOR SALE—LOT WITH HOUSE

and stable or exchange for house

or stable. Apply to Mr. McLean,

10th and 11th, Jasper.

FOR SALE—POSITION AS MAN-

AGER OF NUMBER OF MAN-

UFACTURES. Apply to Mr. Mc-

Lean, 10th and 11th, Jasper.

FOR SALE—LOT WITH HOUSE

and stable or exchange for house

or stable. Apply to Mr. McLean,

10th and 11th, Jasper.

FOR SALE—LOT WITH HOUSE

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